

# EWA TRANSPORTATION COALITION

Tuesday, November 21, 2006

Kapolei Hale, Conference Room A & B

## Meeting Summary

### Attendees:

#### Legislators

Tom Berg (Rep Cabanilla Staff)  
Guy Kaulukukui (CM Apo Staff)  
Wendy Sefo (CM Apo Staff)  
Charmaine Doran, CM Apo Staff)

#### City and County of Honolulu

James Burke (Dept of Trans Svcs)  
Brian Suzuki (Dept of Trans Svcs)  
Mark Kikuchi (Dept of Trans Svcs)  
Bob Stanfield (Dept of Planning Permitting)

#### State of Hawaii

Rodney Haraga (Dept of Transp)  
Pearlyn Fukuba (HCDA)

#### Auxiliary Organizations

Gordon Lum (OMPO)  
Gladys Quinto (LURF)  
Pat Lee (HHCTCP)

#### Developers

Carleton Ching (Castle & Cooke Homes)  
Sherman Wong (Castle & Cooke Homes)  
Sharene Saito Tam (Haseko)  
Lisa Enanoria (Haseko)  
Debra Luning (Gentry Homes)  
Lawrence Spurgeon (Parsons Brickerhoff)  
Robert Bruhl (DR Horton)

#### Neighborhood Boards

Mike Golojuch (Kapolei NHB #34)

#### Other

Georgette Stevens (Grace Pacific)

**Facilitator:** Councilmember Todd Apo

**Recorder:** Gemma Espresion

### I. Introduction

Meeting called to order at 9:20 a.m. by Councilmember Apo. Welcoming remarks were made and everyone present was thanked for their attendance. The purpose of the meeting is to continue to coordinate and improve transportation infrastructure developments and completion in Ewa, Ewa Beach and Kapolei.

### II. Update: State of Hawaii – Department of Transportation (DOT)

Rodney Haraga, State Department of Transportation Director reported on the following:

- ❑ **Fort Weaver Road Widening, Phase II (Aawa Street to Geiger Road)**
  - DOT will begin widening project to make it a six lane highway. The Governor has released funding for this project and the total cost projected is at \$63 million. Hawaiian Dredging was awarded the design build contract. It is expected that construction will be completed early 2009. There will consistently be two-lanes on either direction open for traffic during rush hour.
- ❑ **Fort Barrett Widening, Farrington Highway to Barbers Point**
  - This \$20 million project to widen Fort Barrett Road calls for a divided four-lane roadway with raised medians, bike lanes, sidewalks and highway lighting. Design phase of the project would be completed in 2007 with construction to begin in mid-2008.
- ❑ **H1 Interchange**
  - The widening project was completed in July 2006. Project included landscaping features along the shoulder lane of the freeway. Maintenance of the landscaping will be conducted on a regular basis.
  - DOT is looking into the feasibility of widening the H1 Waipahu off ramp overpass from a single lane to a two-lane road to help alleviate bottleneck in the H1 and H2 split on Farrington Highway and Kamehameha Highway.

- DOT received approval from the Courts regarding freeway service patrol. DOT will oversee this program and will hire a private contractor to do the removal of vehicles. DOT anticipates service from 5:00 a.m. to 7:00 p.m.
- DOT is scheduled to resurface the concrete structure beginning from the Airport viaduct through Leeward Community College. DOT hopes to begin project in summer of 2008.
- The Leeward bikeway project is in the scope of the DOT. The State mandates the inclusion of bike lanes whenever there is an increase in the width of the road. Project is currently active and no update is available at this time.
- There is no plan to move forward with Pearl Harbor Tunnel Study at this time.
- Grade separation interchange on Farrington Highway and North-South Road is an extremely expensive project to undertake. DOT recommended that this proposal not be entertained at this time due to the cost factor. DOT estimated costs to be approximately \$130 million.
- DOT is planning to add afternoon contra-flow to create seven lanes of traffic from Pearl Harbor to Waipahu exit and to be deployed summer 2007.
- DOT will increase the lane width at Kunia Road during the morning contra-flow and closure of the zipper lane.
- DOT is looking into the option of a contra-flow lane on Fort Weaver Road.
- DOT will introduce legislation authorizing the Director of DOT to have the authority to decide whether to convert the minimum number of passengers required for HOV/Zipper lane use from two to three people in a vehicle.
- ❑ **North-South Road (Phase 1A)**
  - This project will connect North-South Road from the city's Kapolei Parkway to the H-1 Freeway.
  - The Governor has released \$8.1 million matched funding for the design of the remaining portion of the H1 freeway.
  - DOT will advertise for the remainder of Phase 1 of this project by the end of the year.
  - DOT hopes to complete construction of Phase 1 by the end of 2008. While the first phase will consist of half of the six-lane road, DOT will stripe it for four lanes in the interim to accommodate the morning and afternoon rush-hour traffic.
  - DOT is currently constructing Phase 1-A. Phase 1-B will construct three lanes (striped for four) from Kapolei Parkway to Farrington Highway. Phase 1-C will go from Farrington Highway to the H-1, with a complete freeway interchange.
  - The above project's timing is in line with DHHL, Salvation Army, and UH West Oahu's construction schedule.
  - Phase 2 of the project will finish the North-South Road to its complete six-lane configuration.

### **III. City and County of Honolulu – Department of Transportation Services (DTS)**

- ❑ **Kamokila Boulevard Extension (Brian Suzuki):**
  - A final environmental assessment has been completed and published on August 8, 2006. A copy of the CD version is available and can be requested by calling 768-8349.

- City's portion of the extension is an approximately 100 foot right-of-way. It will include a four lane road with a median strip and be designed to accommodate bicyclists.
  - A Memo of Understanding was completed and submitted to the Hawaiian Railroad Society to satisfy railroad crossing.
  - Documents are being prepared relative to Section 106 and Section 4F report. These documents have to do with the impact on the historic national register of the Hawaiian Railroad Society.
  - A notice-to-proceed for the design phase is underway. R.M. Towill is the consultant for the project.
  - Estimated timetable for design phase to be completed: September 2006.
  - Estimated timetable for construction to be completed: September/October 2007.
  - DTS/consultant is seeking additional construction funding for the project.
  - DTS/consultant has coordinated planning to secure the OR&L right-of-way with Campbell Estate.
  - A question was raised as to who is responsible for constructing the future East West Connector Road. This road will eventually link the North-South Road at the U.H. West Oahu campus to Fort Weaver Road near Aawa Drive. CM Apo reported that the roadway's construction will be under the jurisdiction of three entities: 1) DR Horton, 2) Department of Hawaiian Home Lands, and 3) University of Hawaii West Oahu. No status or timetable available at this time.
- ❑ **Relocation of the Kapolei Transit Center (James Burke):**
- The transit center was constructed six years ago on property dedicated as a right-of-way for a future on-ramp to the H-1 Freeway.
  - The City agreed with the State Department of Transportation and Campbell Estate to construct the existing transit center as an interim facility and vacate the property when notified.
  - The current transit center is located between Zippy's Restaurant and the Honolulu Police station/theatre complex.
  - The relocation of the Kapolei Transit Center will be conducted in two phases: First move will be to a temporary location and the second move will be to permanent site on Hanua Street.
  - Contract has been executed with a demolition contractor.
  - A notice-to-proceed will commence sometime January/February 2007.
  - The City will coordinate with the State in completing the extension of the interchange. Time schedule is not known at this time.
- ❑ **Summary report on Keaunui Drive Traffic Calming (Mark Kikuchi):**
- Keaunui Drive traffic calming was initially in response to a complaint of speeding in the area. The road was reduced to one lane in each direction by means of striping and vertical delineators in front of the elementary school.
  - A post-installation study was conducted and the results showed a significant reduction in speeding.
  - DTS will temporarily keep this in place until Keaunui Drive is extended.
  - A question was raised concerning Makakilo Drive extension. DTS is in the process to plan roadway extension alternatives, recommend preferred alternative, and prepare State/Federally compliant environmental assessment based on preferred alternative.
- ❑ **Update and video presentation on the Honolulu High-Capacity Transit Corridor Project (Pat Lee and Lawrence Spurgeon, Parsons Brinckerhoff):**

- Parsons Brinckerhoff completed a year-long study that evaluated four transit alternatives for cost, ridership and the potential each alternative has to slow the growth of traffic congestion on Oahu.
- The results of the study have been transmitted to the Honolulu City Council, whose members will select the best alternative mode by the end of 2006.
- The Alternatives Analysis (AA) evaluated four options to improve the mobility, reliability, and equity of Honolulu's transportation system in the fastest-growing corridor on Oahu.
- The AA's conclusion is that a fixed guideway system would best meet Honolulu's transportation needs.
- The AA's corridor connects Kapolei and the University of Hawaii at Manoa. Much of the planning done in the AA was based on work done as part of the Oahu Regional Transportation Plan. The east-west Honolulu High-Capacity Transit Corridor includes the majority of population, housing and employment on Oahu and future forecasts call for more growth.
- Four alternatives were considered in this study: No Build, Transportation System Management (TSM), Managed Lane, and Fixed Guideway, with several possible alignments:
  - **No Build – No new transit construction:** Under the No Build alternative, new highway facilities and committed transportation projects would go forward. The only transit capital costs allocated to the No Build alternative are for bus fleet replacement and expansion and bus facilities, a total of \$660 million. This alternative would have the highest traffic congestion and lowest transit use.
  - **Transportation System Management (TSM):** The TSM alternative would include everything in the No Build alternative and expand bus service. The only transit capital costs allocated to the TSM alternative are for fleet replacement and expansion, and bus facilities, a total of \$860 million. The environmental impacts are similar to the No Build alternative and there is little net transportation benefit.
  - **Managed Lane – \$2.6 Billion:** This alternative is the construction of a two-lane toll highway viaduct. This grade-separated facility would be built between Waipahu and Iwilei. Buses, paratransit vehicles and vanpool vehicles would have first priority for use, followed by high occupancy vehicles (HOVs) and single occupant vehicles. Bus fleet replacement and expansion and bus facilities costs under this alternative would be about \$1 billion. Because it is an elevated structure, the Managed Lane alternative would have substantial visual impact. It would consume the greatest amount of energy, and generate the greatest amount of air and water pollution. Both managed lane options would require the acquisition of private property.
  - **Fixed Guideway – \$3.6 billion (20-mile option), \$4.6 billion (28-mile option):** The Fixed Guideway alternative would include construction of a fixed guideway transit system. Several technologies are under consideration, including fixed rail, light rail, monorail and magnetic levitation.

The 20-mile option goes from East Kapolei to Ala Moana Center. The 28-mile option runs from West Kapolei to the University of Hawaii at Manoa.

Bus fleet replacement and expansion and bus facilities costs under this alternative would be about \$600 million.

The Fixed Guide way alternative has the least impact in terms of pollution and consumes the least energy for transportation. Visual impacts would be less than the Managed Lane alternative, but would extend further in the

corridor. This alternative would require property acquisition. Because this alternative has its own right-of-way, separate from roadways and congestion, it provides the fastest and most reliable transit travel times.

- **Next Steps:** The Alternatives Analysis, along with the fixed guideway recommendation, was delivered to the Honolulu City Council at the end of October and the Councilmembers will now select Honolulu's locally preferred transit alternative. That decision is expected by the end of the year.

The following is a listing of City Council meetings where various actions will be taken as part of the process to select Honolulu's locally preferred transit alternative:

**City Council Scheduled Meeting Dates**

- Thursday, December 7 @ 10:00 a.m. – Council Chambers, Honolulu Hale
- Wednesday, December 13 @ 10:00 a.m. – Council Chambers, Honolulu Hale

**VI. Adjournment**

Meeting was adjourned at 10:30 a.m.